

Ad Hoc Committee on Off-Site Traffic To/From
CIA

STAT

June 23, 1983

Mr. Harry Fitzwater
Deputy Director for Administration
Central Intelligence Agency
Washington, D. C. 20505

Dear Mr. Fitzwater:

The Agency's courtesy and hospitality during our June 22nd meeting were genuinely appreciated. As indicated below we have some areas to work out, but, assuming satisfactory resolution of the issues involved, we look forward to a continuing amicable relationship between the CIA and our communities.

For our part, we hope that the meeting adequately conveyed the depth and sincerity of our concerns with regard to the planned expansion. We are desirous of working with the federal, state, and local agencies and officials involved to achieve satisfactory resolution, and the Agency can count on our cooperation in that regard. We are, at the same time, adamant in our position that the expansion be planned and completed in a manner which minimizes short- and long-term negative impact on the surrounding communities by ensuring that traffic flow, parking, safety, aesthetics and other relevant factors are considered more in the light of what would make sense to reasonable people living in the immediate area than in the context of what is most convenient for the public officials and agencies involved.

The format you suggested for the June 28th meeting seems appropriate whereby you provide a brief overview of the project as currently planned. This overview should be followed by your addressing both the specific points included in our discussion with Cong. Wolf (a copy of our outline paper was provided at the meeting) and the points discussed during our June 22nd meeting. At that point the meeting should be thrown open to questions from the floor. Although it was not mentioned at our June 22nd meeting, it may be appropriate for Cong. Wolf and/or Supervisor Falck to provide brief opening comments. Following are topics to be addressed in-depth (among others) at the June 28th meeting:

. The CIA stated at our June 22nd meeting that you were constrained by the NCPC to consider no more than 1,000 additional vehicles using the facility because "the traffic on the surrounding

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roads could take no more." As discussed at the meeting, car pooling nowhere else in the capitol area is achieving a 3:1 ratio and, particularly in light of the physical location of the campus, it is probably unrealistic to expect such a ratio here. Other solutions designed to keep traffic flow down such as "shift work" -- defined as staggered work times of two hours (7:30/9:30 a.m.) -- seem to hold little prospect of ameliorating the problem. In light of the above, you agreed to approach the NCPC to see if they would have any formal objection to a more realistic 2500 vehicle figure -- which as discussed, closely approximates the extant vehicle to employee ratio being experienced by the Agency -- being used for planning purposes. Please discuss the action taken in this area and the status of your request.

. Based on the recognition that 2500 additional vehicles may be using the facility daily, what is the anticipated timing, nature, and content of new and more comprehensive traffic studies which consider ingress and egress via the George Washington Parkway and Turkey Run Farm (DoT), as well as Routes 123/193?

. How will these studies address the exacerbation of safety and other traffic problems caused by increased traffic at crossings such as Potomac School Road (Route 123), the entrance to the Country Day School (Route 193) and Langley High School (Route 193) where school bus and resident traffic will be exposed to increased hazards?

. Assuming current agency parking facilities are adequate, but not greater than needed for present staff -- in light of our discussion (as outlined above), what does the Agency plan to do to provide additional parking beyond the 1,000 spaces currently planned, and how will you ensure that parking overflow into the communities does not occur?

. It was stated during the meeting that traffic management and road construction studies and plans as currently structured (much less if revised and/or expanded studies, etc., are needed as described above) will not be finalized prior to construction being initiated on the campus. What contingency plans does the Agency have to ensure that any site construction changes (e.g., doubling the number of parking spaces) necessitated by studies and resulting decisions can be accommodated even though the decisions are made after construction begins?

. If broader traffic and other studies suggested above and required by the NCPC on June 2, 1983, result in changes to current plans for roadways, etc., will the Agency stand by its commitment not to permit any occupancy of the new portion of the facility or any significant increase in personnel using the facility until all road improvements are complete?

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. The Agency stated during the meeting that it would endeavor to obtain permission for trucks and buses to use the George Washington Parkway entrance during the construction period (approximately 1984-87). What is the timing and/or status of this request?

. As discussed during the meeting, from the communities point of view, public agency decision responsibility for the overall project formulation of an inter-agency "Steering Committee" have decision authority to oversee planning and execution of the project? Will the Agency support on-going representative community participation on such a committee? Have any steps been taken in this direction since our June 22nd meeting? What actions are planned in this regard?


It would be appreciated if either a verbatim transcript or, alternatively, summary minutes of the June 28th meeting could be provided by the Agency. Our representatives can be available to assist in the review and edit of such minutes if you desire.

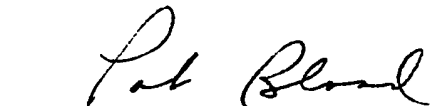
In closing, it should be emphasized that, fundamentally, we hope to lend our support to the expansion project as it recognizes and incorporates our legitimate desires. We are presently concerned because we do not believe that the parking and traffic management plans developed to date adequately take into account many of the potential and some of the probable impacts on the surrounding communities. Rectification of these oversights can be accomplished and you will find us responsive in assisting you in doing so as soon as we have reached agreement on a mutually acceptable course of action.

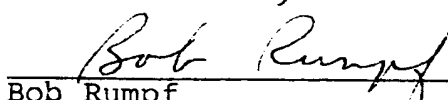
If any additional information or clarification is desired, please contact either Kent Maxfield, 998-0600 (day), Gloria Adams, 226-2700 (day), Pat Blood, 734-0864 (day), or Bob Rumpf (356-4101).


Sincerely,


Kent Maxfield


Gloria Adams


Pat Blood


Bob Rumpf


Michael Brennan